



Cargo Helicopters Parts Marking Program



Why Are We Marking?

- **Compliance with DoD UID policy**
- **Enable C-PME**
 - Asset Management
 - Maintenance Management
 - Configuration Management

Department of Defense Guide to Uniquely Identifying Items



Assuring Valuation, Accountability and Control of Government Property

Version 1.4
April 16, 2004

Office of the Principal Deputy Under Secretary of Defense
(Acquisition, Technology & Logistics)

<http://www.acq.osd.mil/uid/>



DoD Policy Requirement

- New acquisition starting Jan 04
- GFE starting Jan 05
- Legacy by end CY10

PMO embarked on UID/AIT initiative independent of and in advance of DoD Policy Publication



What are We Marking?

- Items over \$5000
- DA Form 2410
- RECAP
- CSI

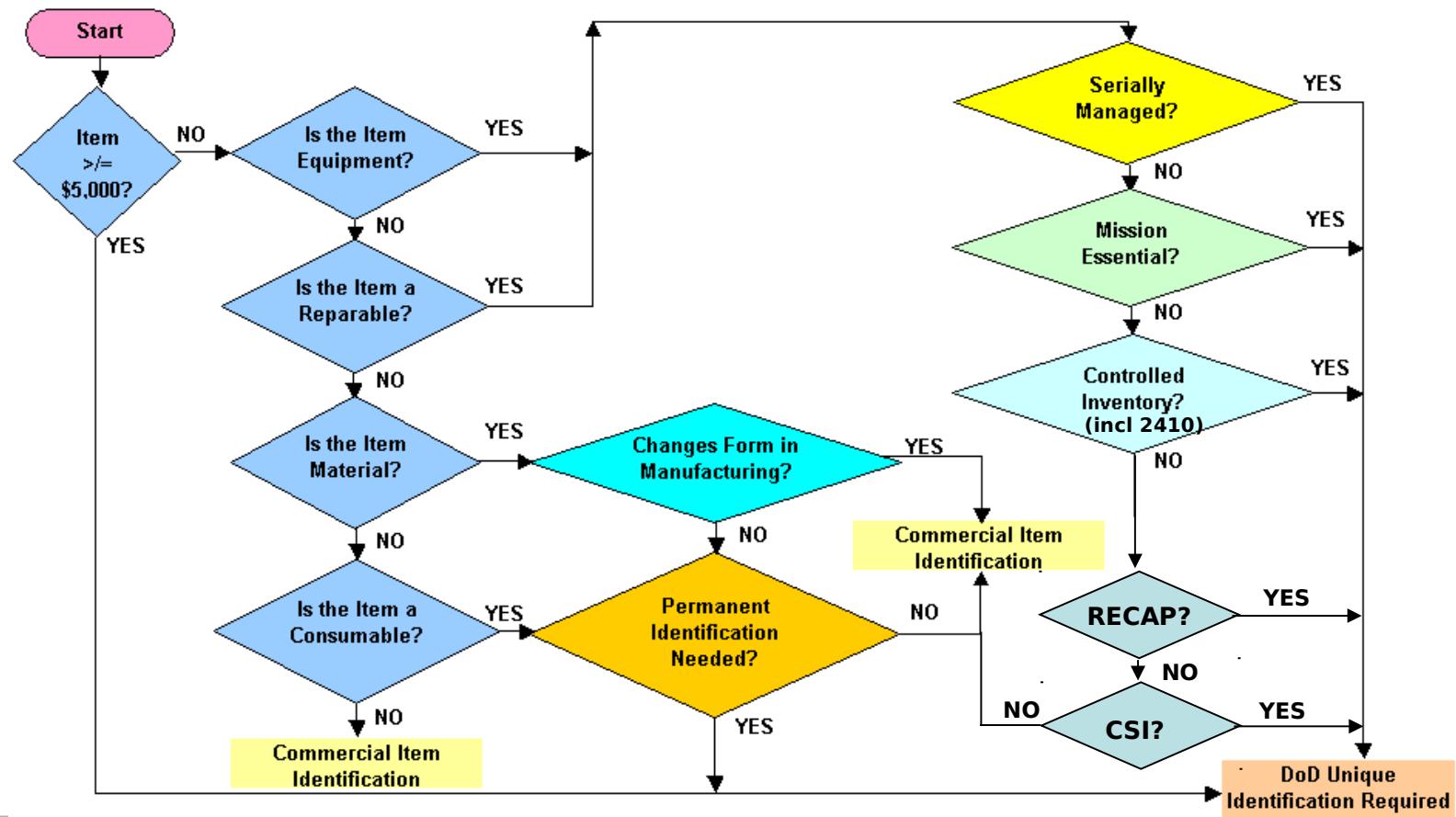
TOTAL LIST:
~1100





DoD Unique Identification (UID)

Which Items Require a Unique Identifier



Commercial item identification examples are the Universal Product Code and Health Industry Bar Code

How Are We Marking?

- **Labels**
- Direct Mark
 - Laser Etch
 - Dot Peen
 - Chem Etch
 - Ink Jet
- Reformatting existing markings (new acquisition)
- Adding a UID label (legacy)

Labels



Direct Marking



PM Cargo - Construct

#1

- Simpler, 2-data element configuration for UID
- Only current part number on label

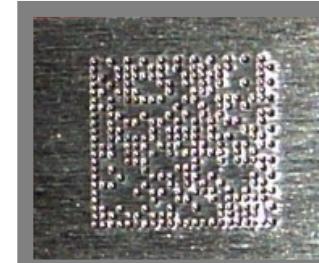
- Real-estate permitting:
 - 2D machine-readable
 - Human-readable
 - Linear machine-readable
 - UID on one label
 - Current part number on second label

Linear and 2D machine-readable and human-readable (incl. nomenclature)



- Limited real-estate:
 - 2D machine-readable only

2D machine-readable only

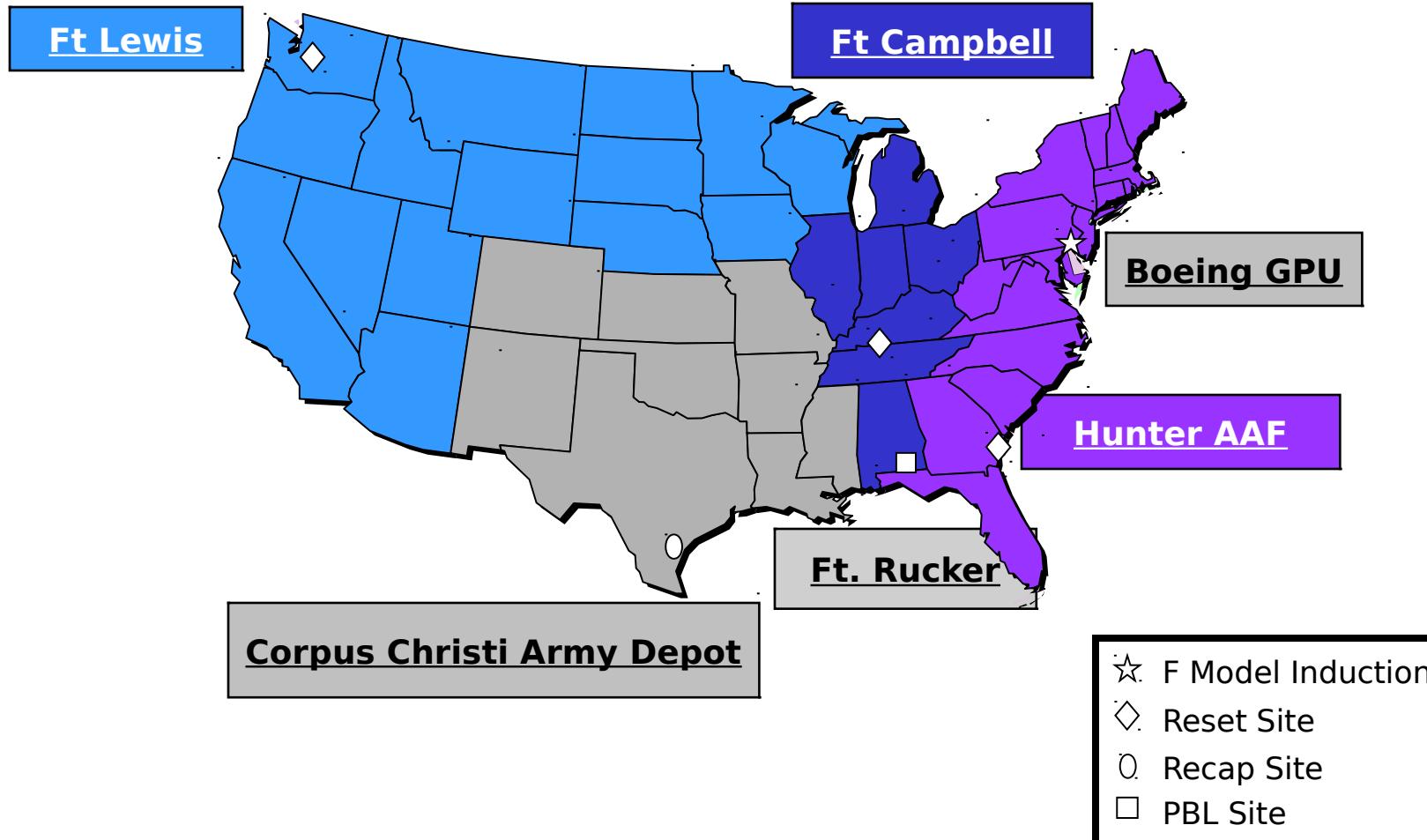


Where are we Marking?

- **Vendor Marked at Source (New Acquisition)**
 - New Build
 - CAAS
 - 714 Engine
 - All New Solicitations
- **Opportunistic Parts Marking (Legacy)**
 - Reset
 - Campbell
 - Lewis
 - HAAF
 - Secondary sites as required
 - PBL
 - Rucker
 - F Induction
 - Boeing Government Property Unit (GPU)
 - Recap/OCM
 - CCAD

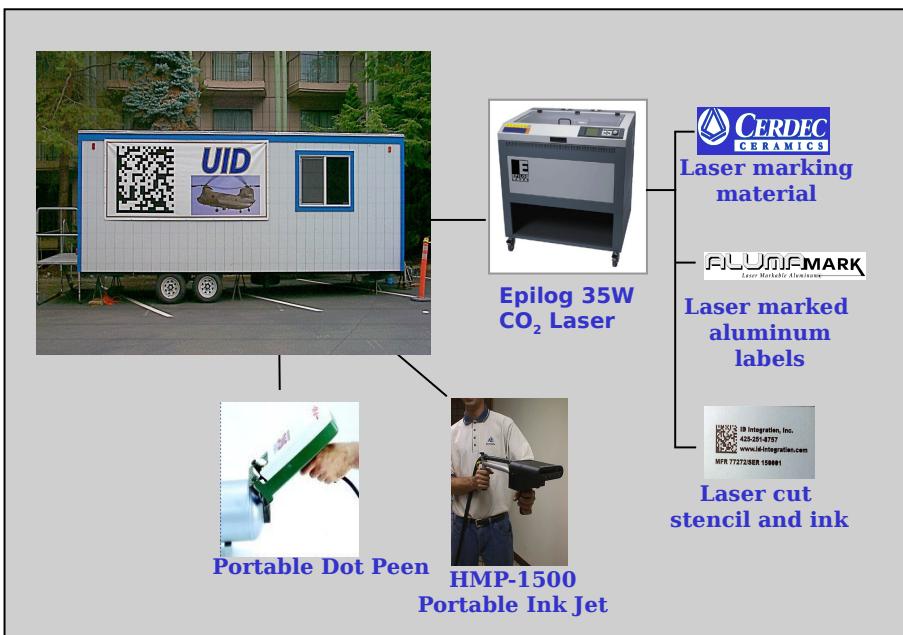


LEGACY OPM Sites



LEGACY OPM Mobile Package

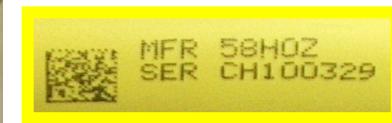
- Provide on-site capability to mark approved parts/assemblies
- Dedicated equipment usage personnel



Labels



Direct Marking



LEGACY *Opportunistic Parts Marking*

- **Schedule**
 - RESET Aircraft coming back from SWA over next 3 years
 - CH-47F Remanufacture Program
 - PBL at Ft Rucker over next five years
 - Recapitalization/OCM at CCAD
 - Capability at Boeing GPU
- **Funding**
 - \$1.2M annual UFR sustainment cost (4 OPM Field Agents, Supplies, PMMS S/W Lease)



LEGACY *Opportunistic Parts Marking*

- **Status**

- Instructions completed & approved for 136 label item
 - Ongoing workshops will develop instructions for all items
 - MEOs will be completed for depot marking procedures
 - ~80 additional approvals w/in ~90 days
- OPM Mobile Packages (Trailers)
Fielded/Operational
- Coordination between PMMS
developers/PMO/IMMC for UID data
transmission process



LEGACY *Opportunistic Parts Marking*

- **Issues**

- Dynamic policy guidance
 - PM in compliance
 - Exceptions needed
- Unknown workload
- De-marking at CCAD prior to updated MEOs
- PMMS connectivity
- Label durability



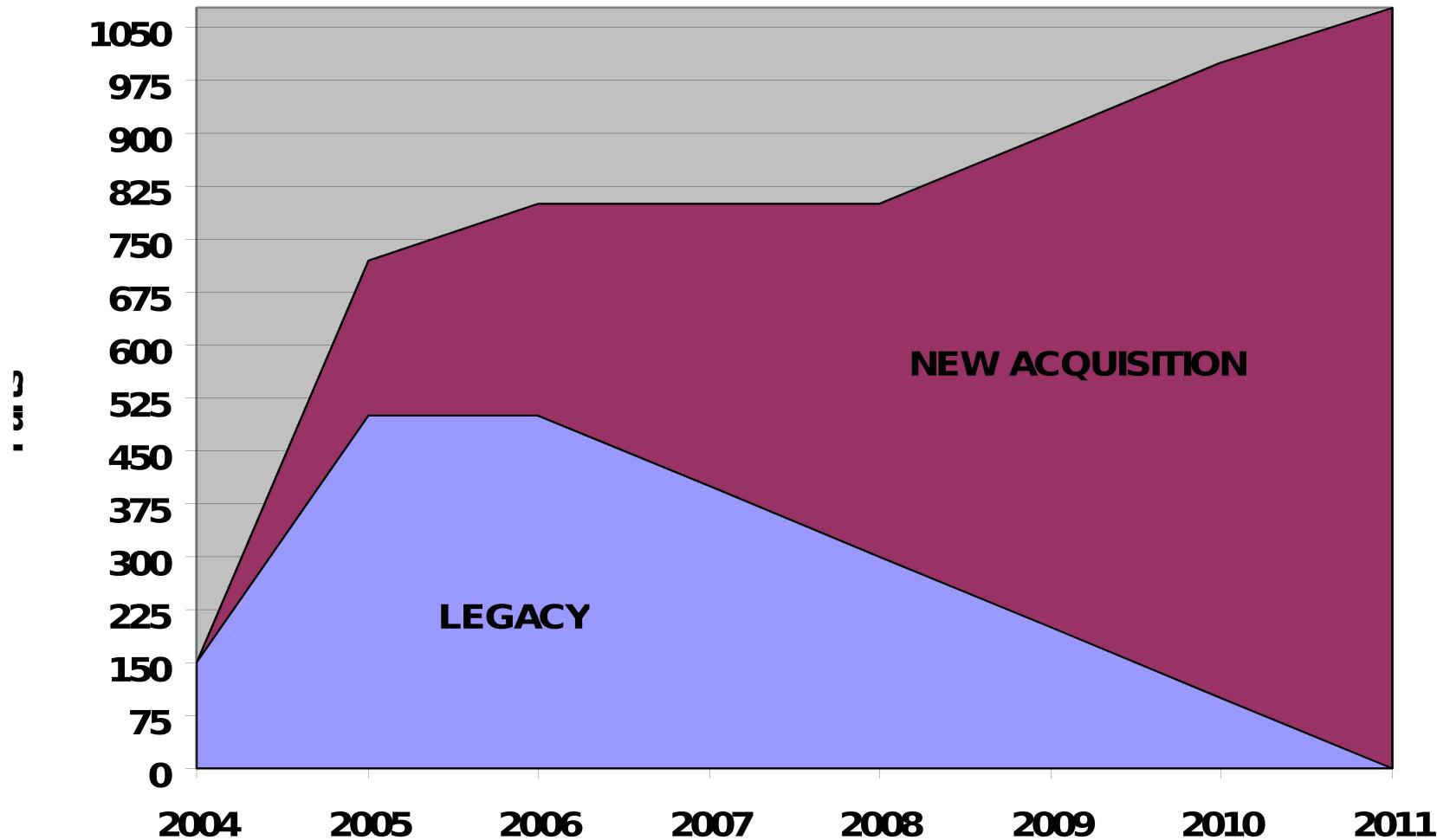
NEW ACQUISITION Vendor Marked at Source

- **Issues**

- Contract language
- Cost
- Items to mark (policy vs. common sense)
- Who pays non-recurring? (First to table?)
- Drawing changes
- DLA, CECOM parts



Aggressive Program Schedule



Program Level Issues

- **AIS**
 - UID Issuance
 - UID registration
- **Scanners**
 - Cost
 - Size
 - Performance
- **Coordination among all involved (IMMC, DLA, CECOM, PMs, PEO)**
- **Resourcing**
 - Sustainment
 - Non-recurring



LEGACY OPM ***Lessons Learned***

- **Database Inaccuracies**
- **Label Durability**
- **Multiple Part Numbers**
- **Host Installation Support**
- **Approval Process**



Path Ahead

- Complete Parts Marking Procedures/obtain approval for OPM
- Obtain resourcing for out-years
- Analyze/validate CCAD and GPU OPM processes
- New acquisition compliance



Back-Up



OPM Cost Background

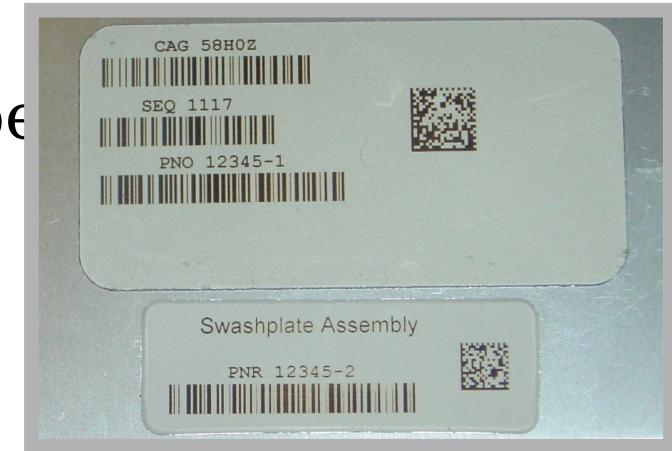
- PM funded initial investment of 5 trailers at a total cost of \$2M
- Recurring cost estimated at \$1.2M
 - Operator Support (4)
 - Supplies
 - Software lease (PMMS)
- Recurring costs are annual fixed costs and are unfunded
- Excess Capacity capability unknown at this time
 - Lessons learned over next 6-12 months will define capacity
 - Anticipate excess capacity



DoD Unique Identification (UID)

Construct #1

- Serialized within enterprise
- UID comprises 2 data elements
 - ✓ Enterprise code number
 - ✓ Unique serial number



Construct #2

- Serialized within part number
- UID comprises 3 data elements

✓ Enterprise code



NEW ACQUISITION

Vendor Marked at Source

- **Schedule**
 - Mandated requirement affected 2nd New Build
 - First New Build aircraft are being marked with
 - Requirement language in Lot 4 SOW
- **Cost**
 - In negotiation

